VOL. I BOOK I

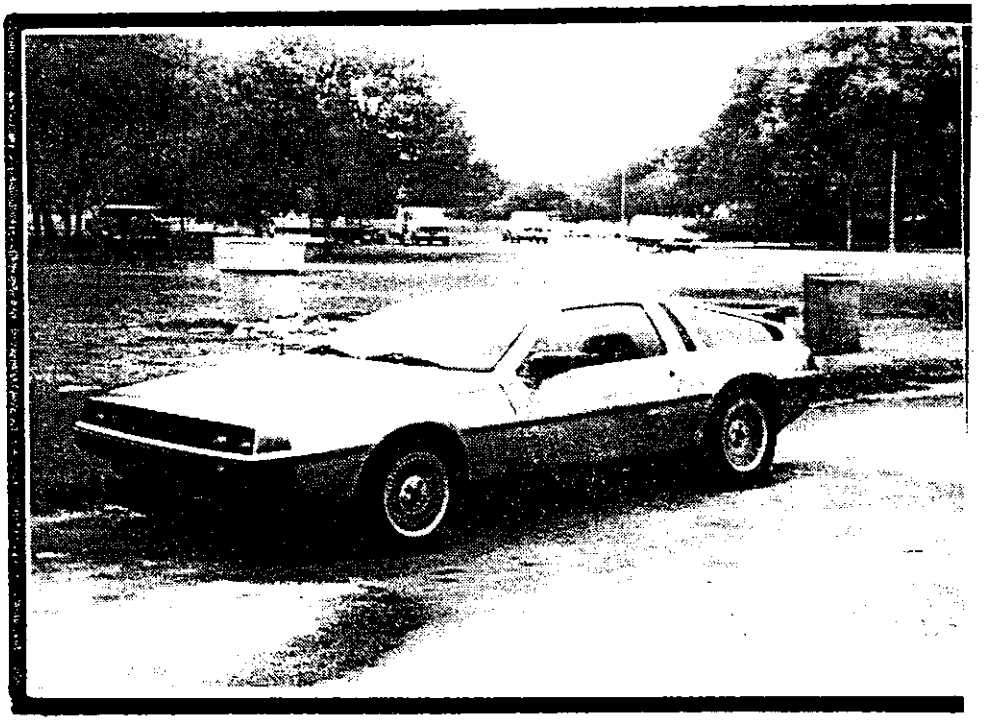
AUGUST 1983

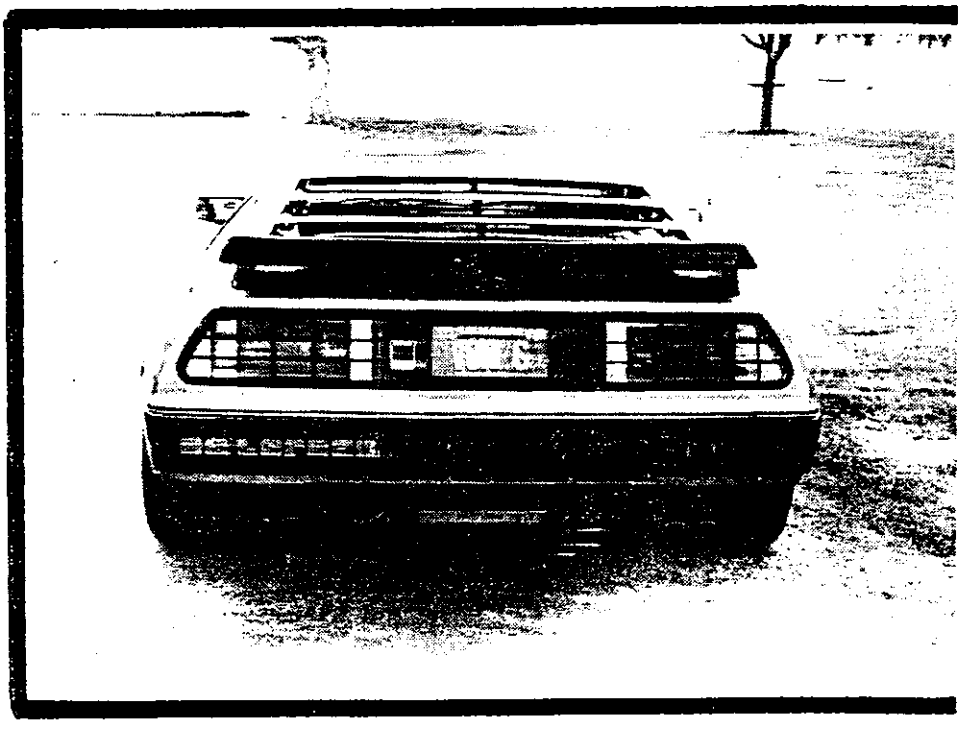
⊕ ANNUAL PICNIC

⊕ RALLYE RESULTS

⊕ TECH. STUFF

DELOREAN WORLD





" MEAN " MACHINE

DELOREAN OWNERS ASSOCIATION

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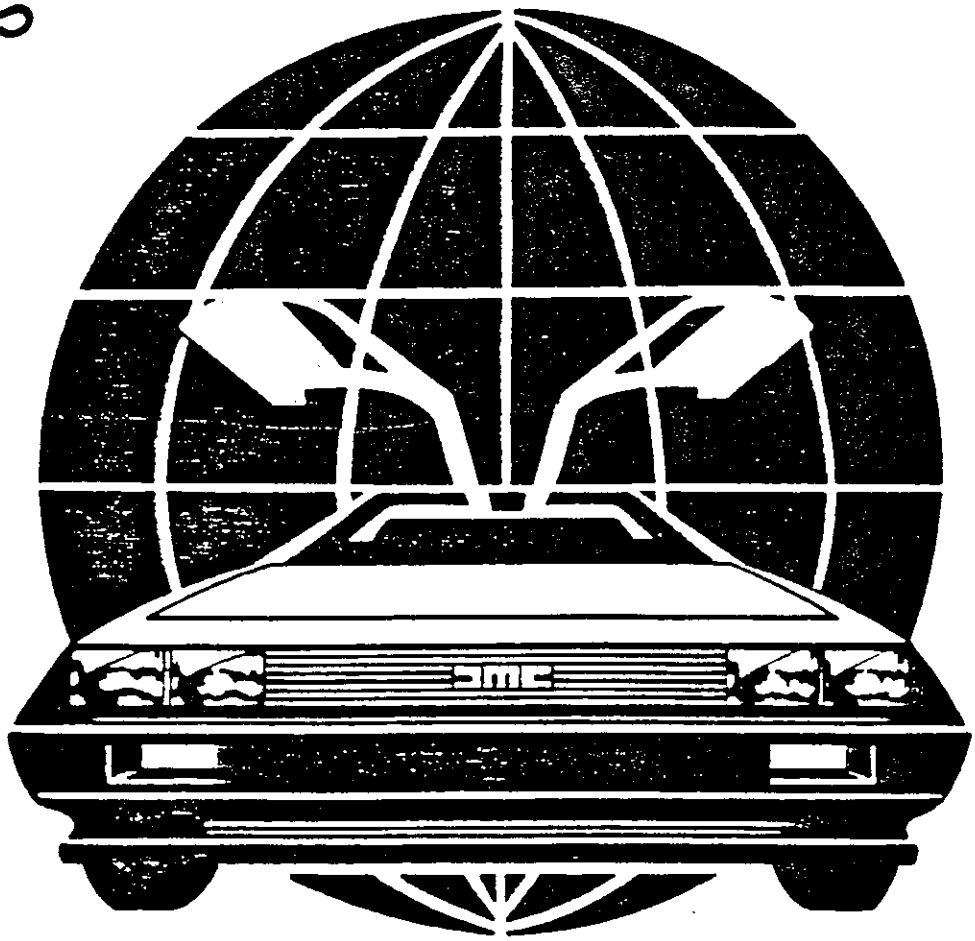

WE REALLY NEED YOUR HELP

MEMBERSHIP FEE ONLY $35.00 A YEAR

R-E-M-I-N-D-E-R

The first fifty new members have their names submitted for a drawing on Delorean Service and Repair Manuals worth $200.00. Courtesy of Ed. Bernstein, our Technical Director and Vice President.

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ON THE COVER

Bob Giedeman's "Mean Machine", as he calls it. Bob won the concourse for Modified Stock at the July Picnic. Besides a Silver Fox designed Turbo System, Bob claims to have some 16 aftermarket accessories on his vehile. He says he has two moore in mind. His Delorean is considered the most modified in the world.

Disclaimer

While it is a primary service of the Delorean Owners Association to disseminate technical information, any maintenance technique or possible modifications published in the D.O.A. News-magazine should be weighed against conventional, traditional and generally accepted techniques and modifications, D.O.A. should not be considered the authority on maintaining or improving Deloreans and the views expressed are those of the author of an article or persons quoted. Although research has proceeded each article the mention of a product, service or procedure herein does not constitute endorsement of it by the Assoc. its officers or members. Prudent owners should consider possible techniques or modification in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value. Failure to consider any of the above could result in denial of warranty coverage. This publication and this organization will NOT ASSUME LIABILITY for any such consequences.

"Up Front"

Dear Delorean Owners:

During the past 18 months plus, much has transpired surrounding the Delorean Motor Car. Because of the many negatives mainly due in part to John Delorean, owners find themselves between a rock and a hard place.

We have had to endure a lot of bad vibs by the media and the periodicals, the sick coke jokes and the mouth of Johnny Carson, who obiviously can't find any other material to talk about.

The Dealers and the half-ass mechanics have rolled up their circus tents and have moved their clown acts to more fruitful areas. This may seem that we are in the bottom of a pit with no way out. My advice is, hang tough, above all don't panic.

Their are still some good mechanics or technicians as they prefer to be called, who are activity engaged in Delorean repairs. Even a limited amount of dealers are still committed to service our vehicles. A list of these will be available soon.

A few weeks ago, I have an occasion to visit the now existing Delorean Facilities in Irvine, California. They (Consolidated) have some remaining 250, 82's & 83' Deloreans for sale on the West Coast and a similar amount available in a New Jersey Warehouse.

Consolidated is committed to maintain 7 years of spare parts. We thought for a while we had a way to buy parts direct from Consolidated but that didn't materialize. However, with some hesitation, the after market manufactures are slowly getting into the act and are producing parts that appear to be more superior than the OEM parts.

If we work together, regardless of what club you may find yourself to be more comfortable in, we can overtake some of these problems. We are finding parts everyday that are used on the Delorean but also on other makes. Feel free to contact us, if we can help you regarding your vehicle's problem.

Bob Giedeman
President

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Santa Barbara "Rallye"

D.O.A. conducted its first Rallye on Sunday, May 15th. The starting point was in Sherman Oaks which is part of the San Fernando Valley. The finish naturally was on the beach of Santa Barbara. The course was laid out through-out various areas of Los Angeles, Ventura and Santa Barbara Counties. Everyone seem to have a lot of fun.

Many drivers reported seeing Deloreans coming and going in Different directions. This would indicate to say the least, many were lost.

Doctor "Pepi" Lipana received the "I GOT LOST" Trophy for making the scheduled three hour drive into an almost overnight adventure.

Results of the Rallye was as follows:

First Place: Jeff Richards
Second Place: Dick Gromman
Third Place: Harry Ward

A concourse was also included.

Results:

Best Stock Delorean:

R. Kelly Gilliland

Best Modified Delorean:

Harry Ward

Congradulations to all!

The Rallye Master

TECH Q's & A's

Ques:

Why does my fuel pump make noise at half-full or below?

Ans:

A. Loose baffle in fuel tank

B. Partially pinched or kinked fuel lines inside or outside of tank.

C. Bad fuel pump.

Ques:

My steering wheel shimmy's at stops only. What would be the cause ? How would I solve this Problem ?

Ans:

A. One or more brake rotors not true or partially glazed.

Ques:

I am having trouble shifting from first to second gear and into first at stops. My car is of low mileage, under 9000 miles and was told my cluth and pressure plate is Ok! I have one of the new adjustable links. Do you know the answer, the car is hard to drive in traffic.

Ans:

A. Mis-adjustment in gear shift linkage.

B. Partially worn Synchro's.

Send Questions to:

D.O.A.
22834 Vose Street
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Ques:

While driving my car at freeway speeds, I have a shimmy in my steering wheel. My mechanic said this is normal, what do you think ?

Ans:

A. Tires need balancing.

B. Brake rotors not true.

C. Tire separation.

D. Loose or worn suspension components.

Ques:

My temperature gauge goes into the "Red" zone on occasion, but the coolant level seems okay. Any comments ?

Ans:

A. Probably air in the cooling system.

B. Intermittent cooling fan operation.

S-A-F-E-T-Y T-I-P

Next time your Delorean is serviced, definitely check the trailing arm fasteners for being loose or broken.

Ed.

Membership Drive!

For the past several months, the club has been monatorily supported by the Board Members only. We tried in vain not to ask for dues this year. We felt that most owners were clubed out, that they join other groups and received very little in return. Unfortunately, the moment of truth has reached out and touched us!

We badly need your support. The escalating cost for the club to perform the services required has reached a staggering amount. It can't be expected for the Board Members to continually bare the cost.

Please consider these features:

* A years paid subscription to the "Delorean World" Magazine
* Technical Information, plus
* Great Club Activities
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* A club with a future, with more to come.

Won't you join us now! Send in your application and a $35.00 Check, and be with the "A" Team.

Delorean Owners Assoc.
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Thanks for your Support.

D.O.A.

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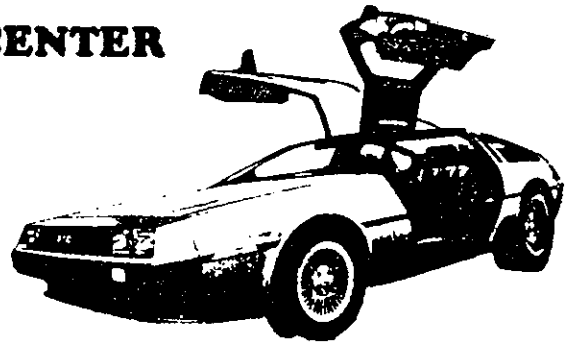

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JOSEPH L. BLACK, PRESIDENT

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Our Annual Picnic

Our First Annual Picnic was conducted on Sunday, 17 July at the El Dorado Park in South Long Beach.

A great time was had by all. The barbecue was superb and the cold beverages hit the spot. Activities included; volleyball, horseshoes, water balloon exchange, and many more. Ed. Berstein conducted a technical seminar on the Delorean Cooling System.

A Concourse was also held, the results were:

Rushing for the cold refreshments and check out the door prizes!

Girl watching on a Sunday afternoon. Wait, before did that Lotus come from?

1st Place Stock: Pat Paar
2nd Place Stock: Bob Warren

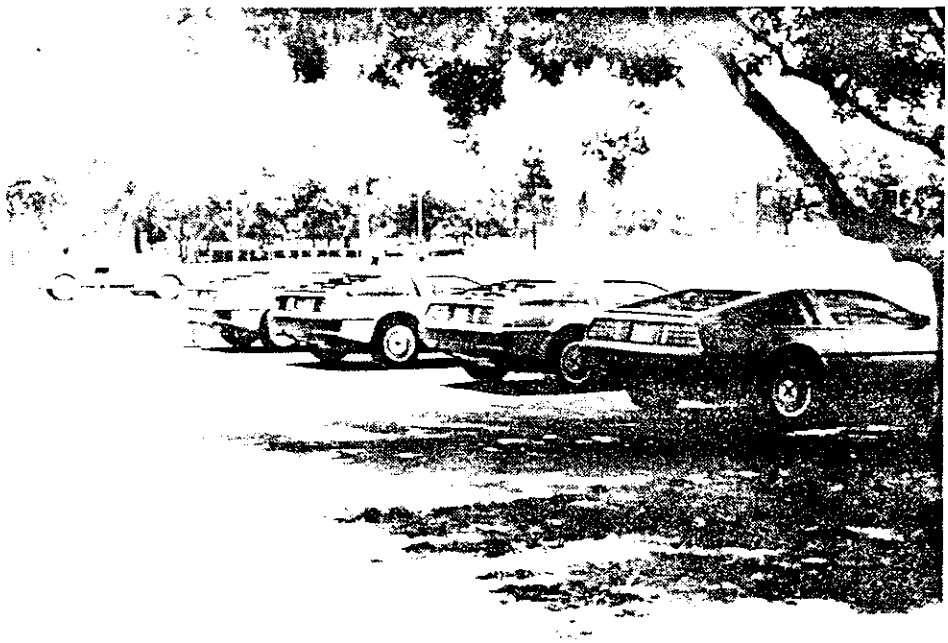
1st Place Modified:
Bob Giedeman
2nd Place Modified:
Harry Ward

Many thanks for a enjoyable day to the Shipman's, Bernstein's, Knudson's, Zeigler's, Lipana's, Holmberg's, Paar's and Mrs. G.

(Photo's enclosed) - Ed.

Pat Paar's 1938 Chevy stole the show.

Foiled again!



Dick Zeigler giving a class on "how to sell used cars". The Realtor Board will like that!

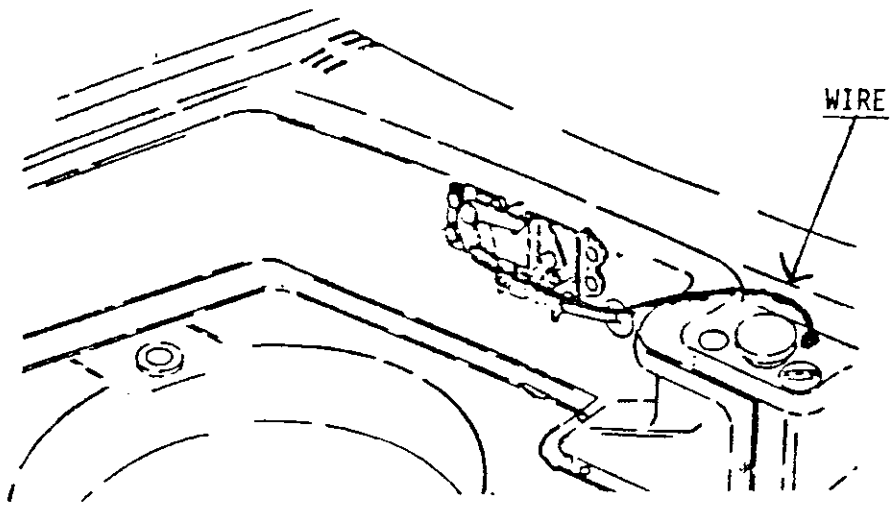
tech aids

EMERGENCY HOOD AND ENGINE COMPARTMENT ACCESS

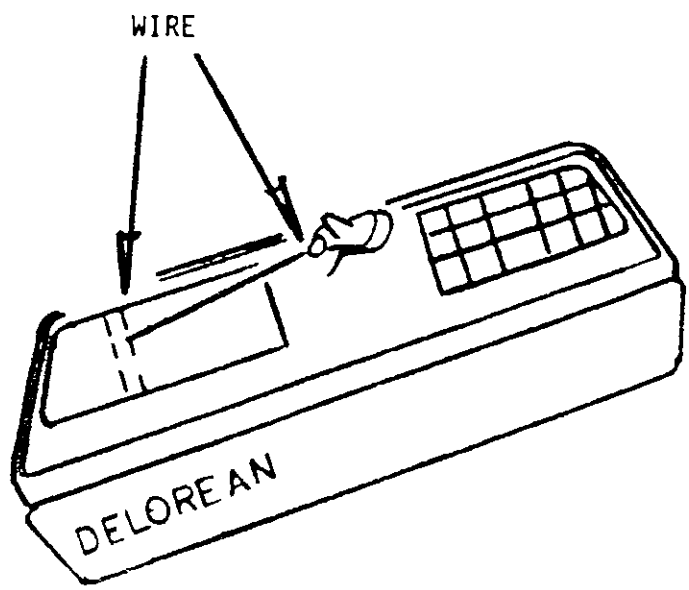
DMC Service Bulletin No. ST-21-10/81 advises that a hooked wire can be used to open the hood if the cable release breaks. This time consuming method can be used only if the compartment is not carpeted and there is not any luggage in the compartment.

A very simple way to gain access is to attach a piece of mechanics wire to the release latch and wrap it arround one of the bolts that secures the gas filler nipple (suggest that flat washers be installed between the wire and the bolt head and car body). Be sure that the wire long enough so that you can reach under the hood to pull it.

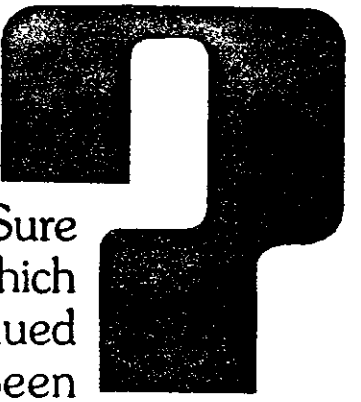
If the factory cable breaks I suggest that it be replaced with a solid 30 guage steel wire release that can be obtained at any automotive supply store.
The following diagram illustrates the wire installed:



While your at it you should put an emergency release in the engine compartment too. This can be done by removing the release plate and the left rear tail light assembly. The wire should be attached to the release latch and the inner frame of the body, see illustration:



When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •



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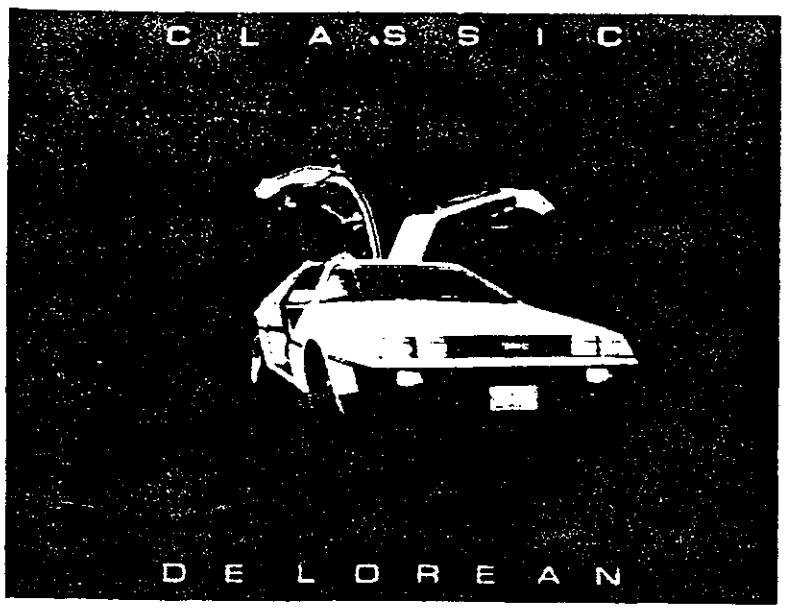

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tech aid - cont'd:

ARMREST EXTENSION PROTECTION

DMC has protection caps for the armrest extension. The part no. is;

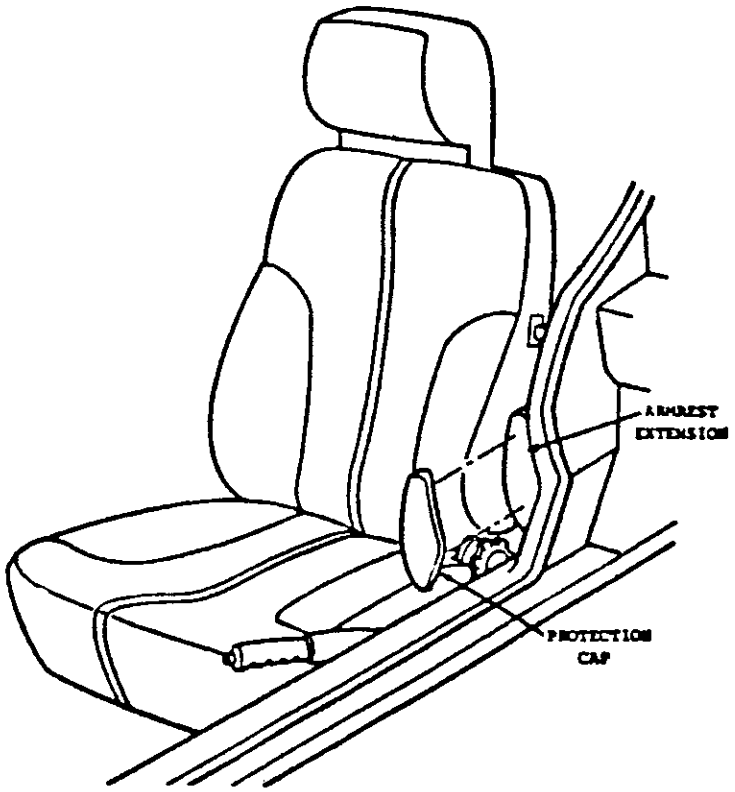
Black--W300002
Grey --W300003 ($4.50 pr)

install as follows:

1. Clean the face (contact area) of the armrest extension with solvent to remove any dirt or protective coatings applied since delivery.

2. Remove the adhesive strip backing (green) from the protective cap.

3. Position the protective cap (set - Part #W-300002) onto the face of the armrest extension and press firmly to assure proper adhesion. Do not attempt to remove the cap once it is placed. The adhesive requires 24 hrs. to completely cure.



PRODUCTION WHEEL CHANGE

As a running production change, a lighter colored silver sheel was introduced from V.I.N. 001884. Part numbers for the new wheels are as follows:

Front Wheel	Part Number 108701
Rear Wheel	Part Number 108702

"DRIVING LITE INSTALLATION"

Remove upper front grille, (may be preyed open on each side by a large screw driver). Locate mounting position in lower shroud perferably on each side of the lower intake grille.

Take a flexible light-weight wire 4' long and feed it behind the two headlights, along the front side of the fender, bring wire behind the lower scope and insert into openings on the side of lower grille, feed thru grille.

Now attach a #14 insulated wire to the end of the lightweight wire and pull the wire out, starting on top near headlights. You now have your power line available for attachment. Repeat same steps for the other side mounting.

Now locate the power wire of your high beam lamp. Insert a Guillotine style Tap Connection to power wire of the high beam and to the power supply line for your lamps. Repeat on other side.

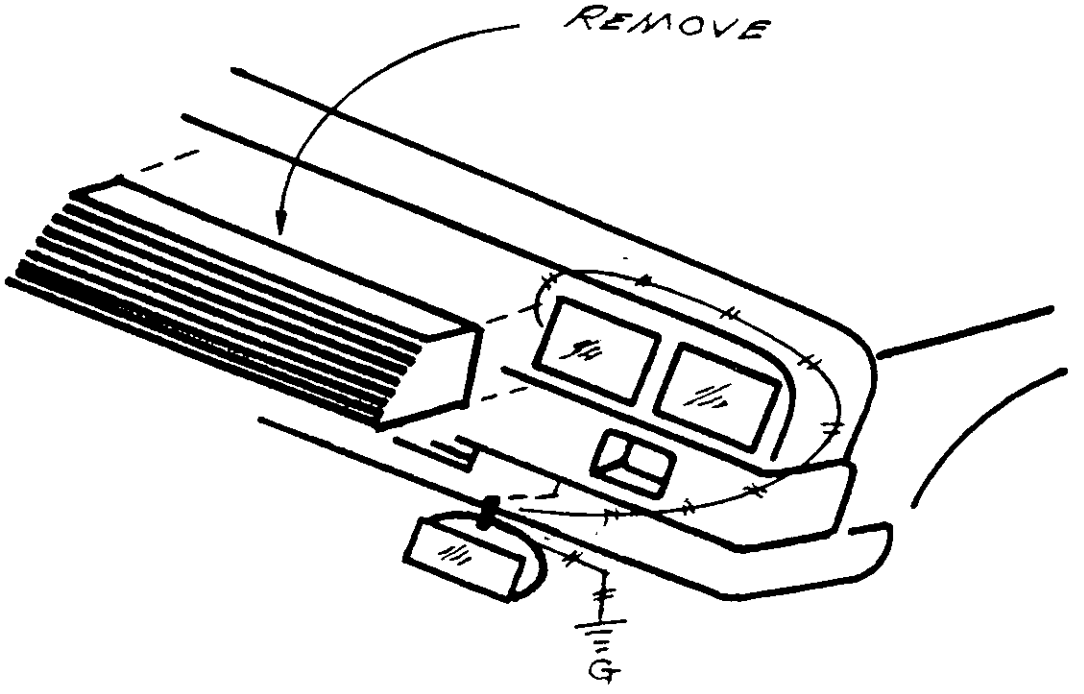
Now attach the other end of the wire to the exposed wire on your lamps. Now you must install a ground wire. Attach one end of a #14 insulated wire with a large Ring Connector to the adjustment bolt on your lamps. Feed the wire back thru the lower grille and attach to the front frame of your vehicle.

You can now drill a small hole in the frame, insert a #8 self-tapping screw and attach the wire with a small Ring Connector.

Your lamps should operational. This installation will provide maximum light when you turn on your high beams.

If you have covers on your lamps, remove them before turning the lights on, as the plastic covers will deteriorate and melt your new covers.

Check all wire, make sure the installation is clean and their are no open exposed wire. Re-install the grille.



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Door Lock Setting Procedures

15. With the door open, manually close both the front and rear door latch assemblies.

16. Move the interior locking control rocker to the lock position and then back to the unlock position. Check both the mechanical and electrical operation of the locking system. Repeat checking procedure for exterior door lock.

17. With the system in the unlock position and the door open, return the latches to the released position.

18. Position and secure pull handle mounting bracket to the pull handle assembly.

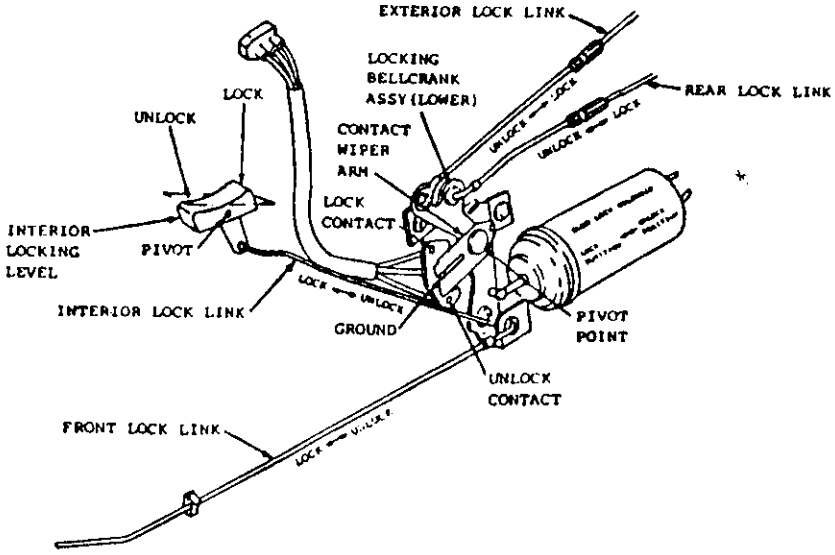
19. Position pull handle assembly into the lower trim panel.

20. Position lower trim panel on the door and secure with two (2) pull handle mounting screws.

21. Position and secure lower trim panel upper mounting bracket to door assembly.

22. Position and secure lower trim panel with retaining clips.

23. Position and secure upper trim panel.



DOOR LOCKING MECHANISM

DOOR LOCK SETTING PROCEDURES

1. Lower the power window.

2. Working through the window opening, pry the upper trim panel retaining clips loose.

3. Open door and remove upper trim panel.

4. Remove screws securing the lower trim panel mounting bracket (upper edge) to the door assembly.

5. Pry loose the retaining clips securing the lower edge of the trim panel.

6. Pull trim panel away from the door to gain access to the door pull handle mounting bracket. Using a long Phillips screwdriver, remove two (2) screws securing the door pull handle to its mounting bracket. Remove the lower trim panel.

7. When working on the left door, remove the power mirror switch. When working on the right door, remove the close-out plate.

8. Remove two (2) screws securing the pull handle mounting bracket.

9. Disconnect the exterior lock link, the rear lock link and the front lock link from the lock bellcrank assembly

10. Pivot the locking bellcrank assembly back and forth and check that the contact wiper arm on the bellcrank makes effective contact to the electrical contact points at each limit of travel. If not, adjust the position of the door lock solenoid by loosening the solenoid's attaching screws. Retighten solenoid attaching screws.

11. Rotate the lock bellcrank to the "unlock" position (solenoid plunger retracted).

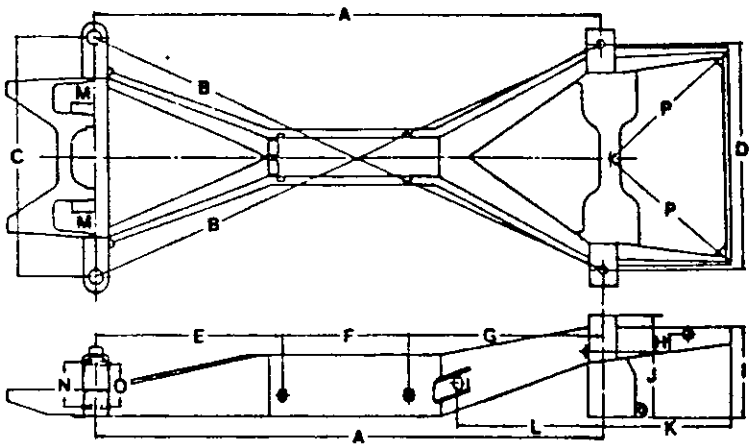
12. Pull the front locking link rearward to remove the free play and connect to the bellcrank. Check that the switch's electrical contacts position has not changed (Step 11). If necessary, adjust the "bend" in the front locking link to obtain no free play, no pre-load, and good electrical contact condition. Note: During this lock setting procedure, the door is open and, therefore, the latches should be in the "unlock" position.

13. Pull the rear locking link forward to remove any free play and adjust the rear locking link (if necessary) until it matches the established bellcrank position. Connect the rear locking link to bellcrank.

14. With door lock key installed, pull the exterior lock link forward and connect the link to the bellcrank assembly. Adjust if necessary.

Tech Service and Repair Cont'd

IN THE EVENT A DE LOREAN IS INVOLED IN A COLLISION, THE FOLLOWING FRAME DIMENSIONS ARE PROVIDED TO ASSIST IN DETERMINING THE EXTENT OF FRAME DAMAGE.



FRAME DIMENSION REFERENCE POINTS

ALL BODY MOUNTS = CENTER POINT

A	2557.0mm (100.47 in.)	Front suspension tower center to rear suspension tower center.
B	2777.0mm (109.33 in.)	Suspension towers diagonal dimension (at shock absorbers upper mountings).
C	1105.0mm (43.62 in.)	Front shock absorbers upper mounting centers.
D	1060.0mm (41.73 in.)	Rear shock absorbers upper mounting centers.
E	941.0mm (37.05 in.)	Front shock absorber upper mounting to #2 body mount.
F	635.0mm (25.0 in.)	#2 body mount to #3 body mount.
G	976.0mm (38.45 in.)	#3 body mount to rear shock absorber upper mounting.
H	85.0mm (3.35 in.)	Rear upper link inner mounting to #4 body mount.
I	436.0mm (17.17 in.)	Datum base line to top of rear frame extension.
J	484.0mm (19.05 in.)	Datum base line to top of rear suspension tower.
K	644.0mm (25.35 in.)	Center line of rear suspension tower (at shock upper mounting) to rear of frame.
L	729.1mm (28.70 in.)	Center line of trailing arm pivot to center line of rear suspension tower (at shock upper mounting). NOTE: To be measured along datum base line.
M	118.0mm (4.64 in.)	Front suspension cross member center line to steering rack rear mounting holes.
N	207.9mm (8.18 in.)	Pivot upper control arm mounting to center line of lower control arm pivot mounting.
O	200.25mm (7.88 in.)	Upper control arm rear pivot mounting to center line of lower control arm pivot mounting.
P	760.0mm (29.92 in.)	Center line reference hole rear engine cross member to chassis rear extension.

Tech Service and Repair - Cont'd

In the event that the front frame extension of a DeLorean is damaged in an accident the following repair procedure has been established:

1. Empty the fuel tank.
2. Remove fuel pump inspection cover located under spare tire and rollover valve inspection cover located in rear left quarter of luggage compartment beneath fuel filler cap.
3. Disconnect fuel lines from fuel pump, fuel filler hose and vent hose from fuel tank.
4. Disconnect electrical connections to fuel pump and fuel gauge.
5. Using appropriate equipment, evacuate the air-conditioning system.
6. Raise the vehicle on a hoist.
7. Drain the coolant system.
8. Remove air ducting shroud between air dam and radiator.
9. Disconnect air-conditioning lines and coolant hoses from radiator.
10. Disconnect wiring harness from coolant fans.
11. Remove right and left side radiator mounting brackets and remove radiator, condenser and fan as a unit.
12. Remove fuel tank closing plate and fuel tank.
13. Undo lower steering rack u-joint, steering rack brackets and tie rod ends and remove steering rack.
14. Using a hole saw cut a 10 inch diameter hole in spare wheel well. THIS WILL PROVIDE ACCESS TO TOP OF RIGHT OF FRAME EXTENSION.

    NOTE: Save the piece removed as it will be necesary to replace it at a later time.

15. Using an air chisel, high rotary grinder or metal saw, remove damaged frame impact extension.

    NOTE: Do not use an oxyaccetylene torch.
    Do not cut into parent metal.

16. Grind all surfaces to be welded flush with parent metal allowing approximately 3/4 inch to 1 inch of clean metal at points to be welded.
17. Attach alignment jig J-33229 loosely to front cross member (See Figure 1).

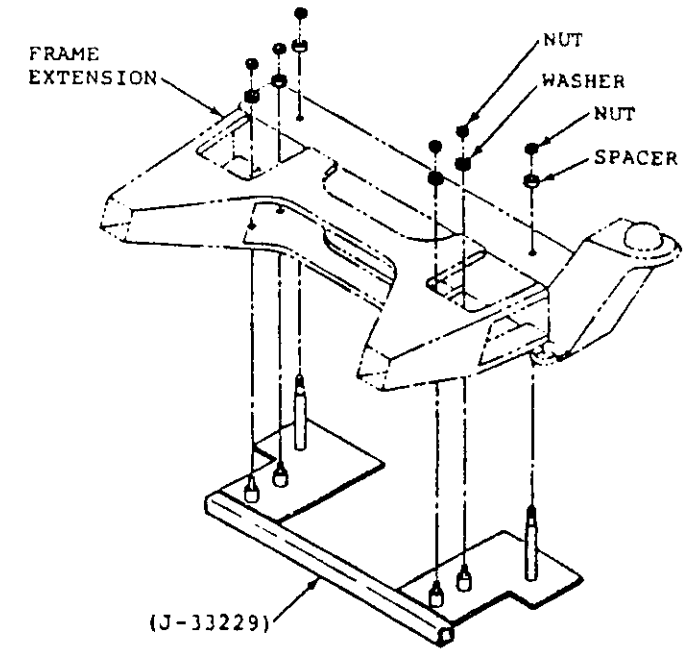


FIGURE 1

Tech Service and Repair - Cont'd

18. Attach new front frame extension (Part No. 105289) to alignment jig J.-33229 See Fig. 1). Tighten all fasteners on alignment jig while simultaneously checking positioning of frame extension to cross member.

19. Tack weld at all major contact points and remove jig. Continue welding until all contact areas are joined. Allow to cool.

20. Clean all bare metal surfaces and coat with corrosion protective protective kit Part No. 109264/5. Allow to dry.

21. Reinstall all parts in reverse order. Replace section removed from spare wheel well using a suitable fiberglass repair kit.

NOTE: Prior to installing anti-roll bar clamps and radiator mounting brackets, ensure that the frame extension stiffeners are installed as follows:

a. Using the bolts to hold the side of the radiator bracket to the impact extension, install two (2) strenghening brackets (Part Nos. 111140/111141) to the impact extension loosely (See Fig. 2)

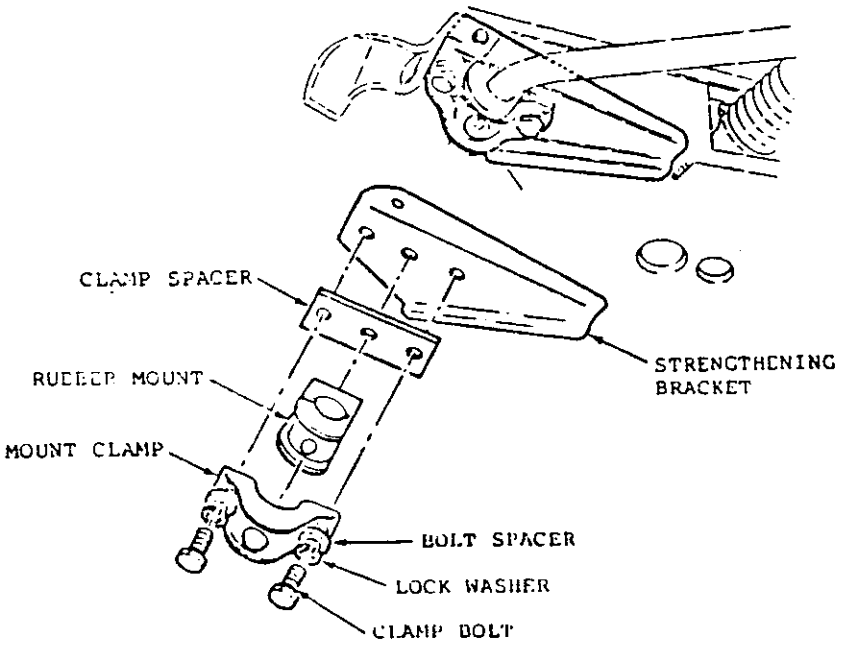


FIGURE 2

Install clamp spacer (Part No. 106960) and anti-roll bar bracket (Part No. 108998) and spacers (Part No. 111205) using bolt (Part No. 111204) coated with Loctite 242. Torque to 35 NM (26 ft. lb.) (See Fig. 2).

c. Ensure radiator is positioned as far as possible to the right of the vehicle before tightening the radiator support bracket, side bolts and top bolts.

d. Tighten lower radiator mounting bolts.

21. Refill cooling system and pressure test.

22. Recharge air-conditioning system.

23. Check and, if necessary, adjust wheel alignment.

Automotive Metric Conversions

Often, in the automotive industry, it is necessary to convert to the metric system. To expediate the process, the following values were used in the construction of an automotive metric conversion chart:

AUTOMOTIVE CONVERSION CHART			
PARAMETER	**GIVEN**	**MULTIPLY BY**	**TO OBTAIN**
VEHICLE FUEL ECONOMY	MILES/GALLON (US)	0.425144	KILOMETERS/LITER
	KILOMETERS/LITER	**2.352146**	**MILES/GALLONS (US)**
	MILES/GALLON (UK)	0.354005	KILOMETERS/LITER
	KILOMETERS/LITER	2.824815	MILES/GALLON (UK)
	SHORT TON-MILES/GAL (US)	0.385684	METRIC TON-KM/LITER
	METRIC TON-KM/LITER	2.592797	SHORT TON-MILE/GAL (US)
	LONG TON-MILES/GAL (UK)	0.359686	METRIC TON-KM/LITER
	METRIC TON-KM/LITER	2.780202	LONG TON-MILE/GAL (UK)
ENGINE FUEL ECONOMY	POUNDS/HP-HOUR	447.387258	GRAMS/PS-HOUR
	GRAMS/PS-HOUR	0.0022352	POUNDS/HP-HOUR
SPECIFIC POWER	HP/CU INCH	61.870123	PS/LITER
	PS/LITER	0.016163	HP/CU INCH
WORK	SHORT TON-MILE	1 459972	METRIC TON-KM
	METRIC TON-KM	0.684945	SHORT TON-MILE
	LONG TON-MILE	1.635169	METRIC TON-KM
	METRIC TON-KM	0.611558	LONG TON-MILE
VELOCITY	MILES/HOUR	1.609344	KILOMETERS/HOUR
	KILOMETERS/HOUR	0.621371	MILES/HOUR

Example:
Convert 50 miles/hour to kilometers/hour.
Solution:
From the conversion chart, it is seen that miles/hour must be multiplied by 1.609344 to obtain kilometers/hour. Thus:
50(1.609344) = 80.46 kilometers/hour

25.4 mm	= inch
1 lb (avoir.)	= 0.45359237 kg
1 gal (US)	= 231 cu inches
1 gal (UK)	= 277.42 cu inches
1 short (or net) ton	= 2000 lb (avoir.)
1 long (or gross) ton	= 2240 lb (avoir.)
1 metric ton	= 1000 kg
1 liter	= 1000 cu cm
1 metric hp	= 1 Pferdestarke (PS)
1 metric hp	= 75 kg-meters/sec

OIL FILTERS:

A. Fram	PH-16 or PH 2856
B. AC	PF-13
C. Wix	15
D. Renault	AW 261-2
E. Knecht	AW 261-2
F. Per	Per-17
G. Purolator	FC109-1 or PC134
H. Purflux	LS 410A

BRAKE PADS:

A. Girling	67320291-PO	Front
	64326110-PO	Rear
B. Repco's	DI74-BMXA	Front
	D 97-BMXA	Rear
C. Bap-Beon	Del.17-20174D	Front
	Del.17-2097D	Rear

FUEL PUMP:

A. Robert Bosch	058-254-973

OIL PRESSURE SWITCH:

A. Volvo	1218028-7

INERTIA SWITCH:

A. Jaguar - Eureka	IDAC 1761K

FLASHERS:

A. Volvo	1259615-1

FUEL FILTERS:

A. 1981 Volvo	264

AIR FILTERS:

A. Volvo	B28F
B. Crossland	0421115
C. Renault	24002697545-1180

Drive Belts (Delco)	105505

If you have found other parts that can be exchanged with Delorean, we would like your input!

- Ed.

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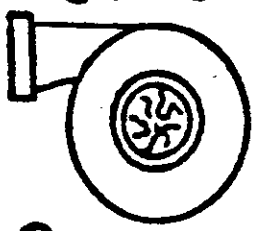
Are there any grease fittings on the Delorean?

Yes: There are two fittings on each wheel for the upper and lower ball joints. Remove wheel of access and lube every 2500 miles with a hand gun (4 or 5 pumps for each fitting).

Products by

H. L. Ward
Machine Products
Company, Inc.

TURBO

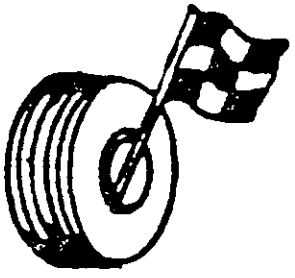


SYSTEM

Design by

B. Giedeman
D. Kaleel
H. Ward

Single IHI Turbo System	$2450.00
Turbo Oiler	125.00
Bilstein Shocks	89.00 ea
Front Wheel Spacers	65.00
Vehicle Lowering	300.00
Custom Exhaust	200.00
Front Air Dam	250.00
Rear Wing	345.00
Double Wiper Blades	47.50
Lite Covers	110.00
Auxilary Instrument Panel	325.00



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